

DECISION RECORD AND
FINDING OF NO SIGNIFICANT IMPACT
FOR
CAMPBELL TRACT FACILITY RUNWAY REHABILITATION

I. Decision:

It is my decision to rehabilitate and upgrade the Campbell Tract (CT) runway, taxiway, apron and heliport, located at the CT; T. 12 N., R. 3 W., Sections 2 and 3, Seward Meridian, to comply with current criteria for emergency and disaster response operations. The runway and associated facilities would be rehabilitated to accommodate C-130 aircraft. It is also my decision to adopt the attached stipulations as mitigation to the project.

II. Rationale for the Decision:

The decision to rehabilitate and upgrade the runway and associated facilities is in conformance with the Alaska Southcentral Planning Area Management Framework Plan (MFP), dated March 1980. Activity L.1-2 allows for the issuance of authorizations for transportation needs. As the airfield was constructed many years ago to unknown standards and has not received much maintenance in recent years, it now requires extensive improvements to comply with current criteria used for emergency and disaster response operations. Currently, overgrown brush and fairly tall trees encroach along the edges of the runway throughout the site. There are several soft spots along the landing surface caused by poor drainage over the runway's surface. Over a year ago, vegetation was cleared from the runway and the surface regraded to provide a more usable operation surface. Numerous roots and sizeable cobbles still protrude from the runway surface. The runway appears very flat in the transverse direction and does not have sufficient slope to effectively drain runoff. Several soft areas have been identified in the runway. The existing taxiway is approximately 75 feet wide by 445 feet long. The apron is approximately 225 feet wide and 500 feet long. Vegetation encroaches along most of the taxiway and apron edges. The taxiway which joins the runway to the apron has a considerable slope, whereas the apron appears to have gradual, but marginal slope.

III. Finding of No Significant Impact (FONSI):

Based on the analysis of potential environmental impacts contained in the attached environmental assessment, I have determined that the impacts are not expected to be significant and an environmental impact statement is not required.

IV. ANILCA Section 810 Compliance:

The CT lands are Federal Public Lands as defined in the Alaska National Interest Lands Conservation Act (ANILCA), Section 810 and fall under the authority of the Federal Subsistence Board and the Subsistence Regulations for the Harvest of Fish and Wildlife on Federal Public Lands in Alaska. The CT lies within the Anchorage Management Unit of Game Management Unit 14C which under the current Subsistence Regulations noted

above is closed to the taking of wildlife under both State (hunting and trapping) and Federal Subsistence Regulations. Further the taking of wildlife on the CT is limited by Supplemental Rules issued on November 20, 1998, under 43 CFR 836.1-6 that close the CT to the use of firearms, archery equipment, traps or snares. The CT has no documented consistent use by rural Alaskans of fish or game and no knowledge of such use has become available since the inception of the Federal Subsistence Program or the issuance of the above noted Supplementary Rules.

V. Adverse Energy Impact Compliance

This action has been analyzed as required by Washington Office Instruction Memorandum 2002-053 to determine if it will cause an adverse impact on energy development. The action will not have an adverse direct or indirect impact on energy development, production or distribution. The preparation of a Statement of Adverse Energy Impact is not required.

/s/ June Bailey, Acting
Anchorage Field Manager

July 25, 2002
Date

Attachments:

Stipulations

Environmental Assessment: AK-040-02-EA-015

Stipulations

1. Approximately 450 feet of Coyote and Lore Road Trails shall be permanently rerouted to avoid crossing the rehabilitated runway. Recreation users shall be kept informed of the status of the project, location of the work and temporary trail closures. This will be accomplished by signing at trail head and public notices.
2. Soils shall not be driven on while wet to reduce compacting and rutting. Any areas outside of the 220' clearing limits and taxiway that are damaged shall be smoothed and stabilized by mulching and/or revegetated. Any areas outside the scope of this project where vegetation is removed shall be protected and/or revegetated.
3. All food and garbage shall be stored out of reach of bears and removed from the site on a daily basis.
4. Equipment brought into the area must be free of weed sources. Invasive species will be monitored and removed if necessary. Seeds used for revegetation shall be certified weed-free.
5. Only native plant species local to the area shall be used for revegetation along the runway. The helipad area shall be revegetated with a lawn grass mixture to form a continuous sod.
6. A Safety Plan shall be developed for the contractor and staff to make them aware of the increased risk of accidents during construction. Signs, E-mail notices, and other information shall be provided to staff and visitors to alert them of increased hazards.
7. If hazardous materials are discovered during construction, work must stop and the BLM authorized representative notified. The site where any materials are discovered must be inspected by a qualified hazardous materials person and a plan for remediation shall be developed.
8. The 35 feet next to the timber edge on each side of the runway shall not be mechanically maintained to allow the existing shrub belt to reestablish. Shrubs will be allowed to reach a height of up to six feet in height before periodic cut back every few years. Maintenance shall be done in late April to allow the previous year's growth to be available to moose wintering in the area.
9. Dust abatement shall be applied during the entire construction period when access roads and work areas become dusty.